



# City of Loma Linda Official Report

Floyd Petersen, Mayor  
Stan Brauer, Mayor pro tempore  
Robert Christman, Councilmember  
Robert Ziprick, Councilmember  
Charles Umeda, Councilmember

COUNCIL AGENDA: August 16, 2005

TO: City Council

VIA: Dennis R. Halloway, City Manager 

FROM: Deborah Woldruff, AICP, Community Development Director 

SUBJECT: GENERAL PLAN UPDATE PROJECT – The project is a comprehensive update to the City's General Plan document (text and maps) that will set policy and guide the City's development over the next twenty years. Areas directly affected by the update project include all properties located within the City's corporate limits, and properties within the City's Sphere of Influence in the County unincorporated areas generally east and south of the City limits to the Redlands City limits and Riverside County Line.

## RECOMMENDATION

The recommendation is for the City Council to conceptually approve the draft text for Special Planning Areas (SPA) D, G, H, and J (August 2005) and direct staff and the General Plan consultant to do the following:

1. Revise the Traffic Model that was prepared for the Draft General Plan Update Project based on the reduced densities approved by the Council;
2. Prepare a final Draft General Plan that incorporates all of the Council's revisions to date; and,
3. Continue the General Plan Update Project to October 11, 2005 for final actions.

Staff also recommends that public testimony be limited to the topic at hand. A copy of the revised text for SPAs D, G, H, and J are available in Attachment A.

## BACKGROUND

On July 26, 2005, the City Council continued the General Plan Update Project to August 16, 2005 so that they could complete their review of SPAs D, G, H, and J. The City Council also continued the University Village and Orchard Park Specific Plans so that the land use components of the two plans could be reviewed in context with the land use policies of SPA D. Other changes and revisions to the Draft General Plan document that have been discussed by the City Council will be brought back for final review on October 11, 2005.

Additional background information on the Draft Land Use Element is available in the City Council Staff Reports that was previously distributed.

## **ANALYSIS**

Staff and the consultant have provided revisions to SPAs D, G, and J based on input from the City Council on July 26, 2005 and Planning Commission on November 10, 2004. No changes were suggested for SPA H and as such, the text has not been modified.

## **ENVIRONMENTAL**

The General Plan Update Project is subject to the California Environmental Quality Act (CEQA) and a Draft Environmental Impact Report (DEIR) has been prepared to evaluate the potential impacts of the project. The DEIR and Draft Responses to Comments that were received during the 45-day mandatory public review period will be reviewed by the City Council sometime in August or September 2005.

The project is also subject to the Regional Congestion Management Plan (CMP) and Traffic Impact Analysis (TIA) has been prepared to address the CMP requirements. The CMP TIA will be scheduled for the City Council's review in October 2005.

## **FINANCIAL IMPACT**

Other than the costs associated with the preparation of the Draft General Plan and related environmental documents, the financial impacts of the General Plan Update are not known at this time.

## **ATTACHMENTS**

A. Draft Text for Special Planning Areas D, G, and J (August 2005), and H (April 2005)

## **PREVIOUSLY DISTRIBUTED DOCUMENTS**

1. Draft General Plan (October 2004); Draft Land Use Element (April 2005); and, Draft Hillside Conservation Designation (Revised June 1, 2005)
2. Draft Existing Setting Report (June 5, 2002)
3. Draft Program Environmental Impact Report (March 22, 2004)
4. Traffic Impact Analysis (May 13, 2004) (CMP document)
5. Draft Final Program Environmental Impact (Report Response to Comments) (June 21, 2004)
6. City Council Staff Reports (October 12, 2004; November 16, 2004; December 7, 2004; December 14, 2004; January 11, 2005; February 1, 2005; February 8, 2005; February 22, 2005; March 8, 2005; April 12, 2005; April 26, 2005; May 17, 2005; June 7, 2005, June 28, 2005; and, July 26, 2005)

Planning Commission Staff Reports (April 6, 2005)

Draft Text for SPAs D, G, and J (August  
2005) and H (APRIL 2005)

#### **2.2.8.4 Special Planning Area D (Redlands Boulevard/California Street)**

The Redlands Boulevard, California Street Special Planning Area is bordered by Redlands Boulevard on the north, California Street on the east, Mission Road on the south, and the Edison transmission towers to the west. Access to this area is currently feasible from Redlands Boulevard, California Street, and Mission Road, which diagonally forms the southern boundary of this area. This area currently consists of scattered residential uses, primarily along Mission Road and Redlands Boulevard. A school facility is located at the corner of Redlands Boulevard and California Street. This building is currently being used by the San Bernardino County Superintendent of Schools for special education and alternative education purposes, but its current attendance is well below the school's physical capacity. There are also large parcels that are currently vacant.

#### **Guiding Policy for the Redlands Boulevard/California Street Special Planning Area D**

This area is intended to be characterized by a variety of horizontal and vertical mixed uses<sup>1</sup>, including commercial, office, institutional, business and/or industrial parks, and single-family and, where appropriate, multi-family residential.

The street frontage on California Street is intended to be developed with commercial and office uses that are organized into shopping centers and multiple building developments. Vertical mixed-use development with multifamily development above the ground floor would also be appropriate for the California Street frontage. Ground-floor residential development, although it is not the preferred use, may be determined to be appropriate along the frontage of California Street should commercial, office and institutional development prove not to be feasible through 2015<sup>2</sup>.

It is anticipated that this street will experience increased traffic flow in the future. As a result, higher intensity uses would be appropriate along California Street.

The frontage of Redlands Boulevard is intended for retail, office, and other commercial uses within multi-building complexes. Religious assembly uses are also anticipated along Redlands Boulevard and California Street. The General Plan proposes that existing residential uses along Redlands Boulevard and California Street be phased out as the opportunity arises, replacing them with commercial and office uses that are more appropriate considering anticipated future traffic volumes along these arterials. Upper floor residential uses may be appropriate as part of new development in a vertical mixed-use setting. (Also see the discussion regarding adaptive reuse of historic homes associated with the orange groves in the Community Design Element.)

If the existing school at the corner of Redlands Boulevard and California Street should cease to be used as an educational facility, then the possibility of adaptive reuse of the buildings for

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<sup>1</sup> "Mixed-use" development consists of two (2) or more primary land use components such as, but not limited to, residential and retail business, residential and offices, etc., which are harmoniously grouped into a visually compatible and functional land use arrangement that would not otherwise be permitted under a traditional residential, business park, or office zoning district. A "mixed-use" development needs to provide a common amenity or feature that ties different uses together into an integrated project. Thus, merely placing different uses adjacent to each other within a single development does not constitute "mixed-use" development. Mixed-use development may occur in either the same building (vertical mixed use) or on adjoining buildings on the same site (horizontal mixed use).

<sup>2</sup> The determination of "feasibility" needs to extend beyond analysis of current market conditions and straight-line projections of existing conditions, and take into account the potential for attracting desirable uses, such as office-based employment, business park, and commercial development that is not dependent upon the adjacent neighborhood. The determination of "feasibility" should also address the anticipated success of private and public efforts to attract the desired uses described in the General Plan to the California Street corridor.

professional and medical offices should be explored (also see adaptive reuse section in the Community Design Element).

Detached single-family residential uses should be placed towards the central, western, and southern portions of the Redlands Boulevard/California Street Special Planning Area, with multi-family development permitted toward the interior of the area, as well as within vertical mixed-use buildings along California Street. New residential uses in proximity to existing, historical residential uses along Mission Road should be compatible in density and scale to the historic residential uses (although not necessarily the same), since the General Plan intends for these existing residences to remain. Overall, a gradation in residential density should be provided, starting with a low density, rural atmosphere along the western and central portions of the Mission Road frontage, with increasing density moving to the north and east. New school uses are appropriate in proximity to low density residential areas. Public open space should also be provided in proximity to residential uses, either in concert with (and in addition to) the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), or in a separate, distinct location within Special Planning Area D.

The General Plan envisions establishment of a heritage park within the Redlands Boulevard/California Street Special Planning Area, providing passive recreational uses within an historic setting, consisting of examples of local historic architecture. This vision includes relocating historic homes into the park, and establishing a local heritage/cultural museum, as well as adapting the structures for use for civic and cultural events, as well as for use by local civic and cultural organizations.

The General Plan's vision for this area is a "livable, walkable community" with a high level of amenities for residents, such as parks, trails and paseos, and other recreational uses, exhibiting a high level of design quality. Residential uses within the village would include vertical mixed-use development, with residential dwelling units located above retail spaces, as well as multifamily development at the perimeter of the village. Multifamily development should be conveniently linked to the center of the village through appropriate site planning and the provision of walking and bicycle paths.

#### **Implementing Policies for the Redlands Boulevard/California Street Special Planning Area D**

- a. Allow retail and service commercial, office, institutional, single-family residential, multi-family residential, and public open space uses in Special Planning Area D.
- b. Provide anchors within centers having multiple large buildings (e.g., shopping centers) that are set back from the street, but that are entirely or partially screened with "pad" buildings that create a strong street edge and obscure the interior parking area. "Convenience" commercial uses such as service stations should be designed as pad buildings so that they are easily accessible from the street. Shopping areas need not be "traditional" supermarket/drug store centers, but can also be made up of low-intensity, specialty shopping facilities featuring boutiques and small shops. Boutiques are small, "in-line" shops that are also encouraged within more traditional shopping centers.
- c. Design multiple building developments that might not include "pad" buildings, such as an office building complex to feature a strong street presence by placing buildings so that they side on to the street and by placing parking lots so that they are easily accessed but not dominating the street frontage.
- d. Pursue residential or adaptive reuse of the large residences associated with the citrus groves to the greatest extent feasible in order to maintain elements from the community's history; potential new uses for these historic structures may include restaurants, offices, and bed and breakfast establishments. New adjacent uses/buildings should be sensitively sited and designed in order to preserve historic buildings, allow for viable access to them,

and create a cohesive architectural character that reflects, and is compatible with, the historic buildings. New development shall be consistent with the City's Historic Mission Overlay District.

- e. Provide access to the new residential uses via new east-west collector roads that intersect with California Street in a manner that avoids creating through routes that would place a traffic burden on Mission Road.
- f. Align east-west collector roads with existing streets located to the east of California Street (e.g., Park Avenue, Citrus Avenue) whenever feasible. In order to avoid traffic conflicts, Mission Road should be realigned at the eastern end to align with Orange Avenue.
- g. Align north-south collector roads with existing streets located to the north of Redlands Boulevard.
- h. Design vehicular and pedestrian circulation patterns in the residential areas to facilitate access to the commercial uses along Redlands Boulevard and California Street via the residential collector streets behind the commercial uses. Thus, nearby residents should not need to drive or walk along Redlands Boulevard or California Street to access the commercial and service uses.
- i. Provide residential uses with easy access to the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), such as by placing trail connections at the end of cul-de-sacs.
- j. Provide public open space in proximity to residential uses, either in concert with (and in addition to) the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), or in a separate.
- k. Limit detached residential buildings to a maximum of two stories in height. Multi-family residential and mixed-use buildings may be up to three stories. Taller "signature buildings" that are intended non-residential use or mixed-use may be permitted at key intersections and locations within the Special Planning Area subject to an approved conditional use permit.
- l. The maximum allowable number of residential units within Special Planning Area D shall be 2,575 and shall be comprised of a mix of single-family and multi-family residential uses and residential uses within mixed-use areas.
- m. Where residential products (other than vertical mixed-use) are developed with medium, medium high and high densities, sufficient usable open space with amenities shall be provided within the development. The amenities shall not be counted towards meeting the minimum requirements for public park area, but shall be considered to be added amenities pursuant to General Plan policy "q," below.
- n. New residential uses in proximity to existing residential uses that will remain along Mission Road shall be compatible in density (generally, low density residential 2.1 to 5 dwelling units per acre) and scale. A gradation of lot sizes shall be provided from large lots along Mission Road to the north and east.
- o. Except for the village areas described in Policy "r," below, the appropriate density for the shopping centers and office buildings shall be 0.5 FAR. The appropriate density for small institutional uses (e.g., religious assembly uses and schools) shall be 0.5 FAR.
- p. Implementation of development within Special Planning Area D shall be through the adoption of one or more specific plans or planned developments, so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area. Such specific plans shall provide development standards and guidelines to:
  - maintain a feeling of "openness" within the area;

- provide for varying front yard setbacks and a mix of one- and two-story residential dwelling units; and
  - develop an area of lots larger than those found in a typical suburban subdivision on, and in the vicinity of, Mission Road;
  - preserve existing oak trees and provide for replacement at an appropriate ratio of those trees than cannot feasibly be preserved.
- q. The design of development within Special Planning Area D must encompass a variety of amenities to serve the project. Development of residential product types other than single family detached dwelling units on minimum 7200 square foot lots shall require the provision of a strong package of project amenities within the overall Specific Plan or planned development that may include the following:
- 25% usable open space;
  - Trails and paseos;
  - Child care facilities;
  - Neighborhood/satellite community libraries;
  - Fountains and water features;
  - Public art;
  - Amphitheaters and public gathering places;
  - HOA maintained parks and recreational facilities, such as sports fields, ball courts, tot lots, putting greens, pools, lakes, and community center buildings;
  - Public facilities/parks substantially in excess of that required by Quimby Act provisions;
  - Provision of one or more high density, walkable village areas and/or
  - Public facilities with a recognizable connection to the project that are substantially in excess of the city's minimum requirements.
- r. Development of commercial and mix-use development within the Redlands Boulevard/California Street Special Planning Area shall comply with the following.
- (1) Allow commercial uses (e.g., theaters, retail, and restaurant uses) to be located on the ground floor, with office and residential uses permitted on the upper floors.
  - (2) Create a pedestrian-scaled area by developing a network of narrow streets that take access off an arterial street(s) (e.g., California Street and/or Redlands Boulevard). Front buildings and tenant spaces onto these narrow streets.
  - (3) Provide plazas, pocket parks, public art, and similar amenities to create gathering places with a high level of visual interest.
  - (4) Provide a strong mix of commercial uses including neighborhood retail, specialty retail, restaurant, entertainment, office-based employment and/or professional services.
  - (5) Provide shared parking near the entrances to "village" areas in order to promote pedestrian use and may be permitted in lieu of requiring parking for each individual use, to allow site planning to favor pedestrian users instead of cars, and to facilitate a higher density (since open parking lots can lower densities and cause buildings to be too far apart for comfortable pedestrian use).
  - (6) Encourage a pedestrian-oriented character through the use of narrow streets with on-street parking; detailed, pedestrian oriented architecture; pedestrian amenities such as seating areas, landscaping, and lighting; water features such as fountains and public

art; signs that are placed and scaled to the pedestrian; wide sidewalks and/or pathways to link buildings; and open areas such as plazas to encourage gathering.

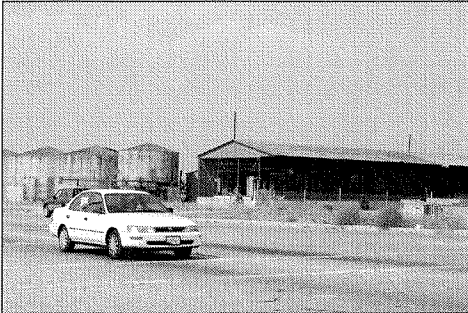
(7) Require an approved conditional use permit for buildings that exceed three stories in height.

- s. Implement development of the Redlands Boulevard/California Street Special Planning Area D through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.
- t. Permit ground floor residential development along the frontage of California Street only upon a demonstration that commercial, office and institutional development are not feasible through 2015.
- u. Pursue establishment of a heritage park to preserve the existing reminders of Loma Linda's history; establish a location to which historic structures can be relocated, restored, and protected; and provide a location for the operation of historical preservation organizations and passive recreation in an historic setting.

(See also the text descriptions, policies, and photo examples of appropriate commercial design and Pedestrian Oriented Development for Loma Linda, which are contained in the Community Design Element of this General Plan. For religious assembly buildings and schools, refer to the description and policies provided under Institutional uses in the Community Design Element. See the Community Design Element for text and policies related to design involving adaptive reuse. For residential uses, also see the design policies within the Community Design Element. Design of parking structures is discussed and illustrated in the "Convenience" Development section of the Community Design Element. For the multifamily and townhouse development, also see the applicable residential design policies within the Community Design Element.)



#### 2.2.8.7 Special Planning Area G (Orange Street)



*This area is intended to be revitalized as a mixed-use area.*

#### 2.2.8.7 Special Planning Area G (Orange Street)

This area is located east of California Street, west of the City of Redlands boundary, and north of Barton Road extending to Orange Avenue.

The Orange Street Special Planning Area primarily contains vacant land and orange groves, with a variety of other dispersed uses. These uses include an abandoned building and tank structures at the northeast corner of Barton Road and California Street. A religious assembly use is located on the west side of New Jersey Street between Barton Road and Orange Avenue. Two

residences from the early 1900s and one other stucco dwelling face Orange Avenue. To the east of the city/sphere of influence boundary are properties within the City of Redlands, including residences on the west side of Nevada Street (north of Barton Road). Those closer to Barton Road are detached single-family dwellings, while a large townhouse development with multiple buildings is located at Nevada and Orange Streets. Access to this Special Planning Area is provided by Barton Road, California Street, New Jersey Street, and Orange Avenue.

#### Guiding Policy for Orange Street Special Planning Area G

The intended land uses for this Special Planning Area include commercial, office, institutional, business and/or industrial parks, and residential uses in a horizontal mixed-use pattern. The frontages along Barton Road and California Street are intended for commercial and small office uses developed within shopping or business centers, except for development of a previously approved 290 unit apartment complex. Ground floor residential development may be determined to be appropriate to varying degrees along the frontage of California Street north of Barton Road should commercial, office and institutional development prove not to be feasible through 2015<sup>1</sup>. Properties located immediately adjacent to street intersections are appropriate for "convenience" development such as service stations, to serve the motorists traveling along these arterials. Religious assembly uses are also appropriate along Barton Road and California Street. Although high density residential uses are permitted and have been approved within this Special Planning Area, the preferred land use pattern is a mix of commercial and employment-generating office and business park uses. High density residential uses are appropriate for the southeast corner of Orange Avenue and California Street, and for the area north of Barton Road, west of New Jersey Street. Office and hospitality uses (e.g., hotels and extended-stay hotels) are the appropriate use of lands south of Orange Street and west of New Jersey Street that were not previously approved for an apartment complex. The area east of New Jersey Street is appropriate for development of general and medical office uses, with the potential for business park development north of the Barton Road frontage. It is City's intent that this Planning Area not be a large concentration of high density housing.

<sup>1</sup> The determination of "feasibility" needs to extend beyond analysis of current market conditions and straight-line projections of existing conditions, and take into account the potential for attracting desirable uses, such as office-based employment, business park, and commercial development that is not dependent upon the adjacent neighborhood. The determination of "feasibility" should also address the potential success of private and public efforts to attract the desired uses described in the General Plan to the California Street corridor.

## Implementing Policies for Orange Street Special Planning Area G

- a. Provide access to uses along Barton Road and California Street through a limited number of common driveways, as opposed to many smaller driveways serving individual uses, in order to limit impacts on the flow of traffic along these major streets.
- b. Pursue adaptive reuse of the residences from the early 1900s that are associated with the citrus groves, to the greatest extent feasible, in order to maintain elements from the community's history. Potential new uses include restaurants, offices, and bed and breakfast establishments. New adjacent uses should be sensitively sited and designed in order to preserve the historic buildings, allow for viable access to them, and create a cohesive architectural character that reflects, and is compatible with, the historic building. All new development shall comply with the provisions of City Historic Mission Overlay District.
- c. Require religious assembly uses to take access from collector roads instead of from Barton Road and California Street, whenever possible.
- d. Design vehicular and pedestrian circulation patterns within all residential areas to facilitate access to the uses fronting on Barton Road and California Street. Provide this access via the residential collector streets located behind the commercial uses so that nearby residents do not need to drive on Barton Road and California Street to access the commercial and service uses located along the frontages.
- e. The appropriate density for the commercial and office uses shall be 0.5 FAR. The maximum density for institutional development shall also be 0.5 FAR.
- f. Residential development that may be permitted north of Barton Road shall include a mix of product types ranging from medium density (9 to 13 dwelling units per acre to high density housing (between 13.1 to 20 dwelling units per acre). Residential development shall provide a high level of amenities. Such amenities may include, but are not limited to public parks, open space, and/or trails and paseos; community recreational facilities such as sports fields, courts, tot lots, putting greens, pools, and recreation/community complexes; public art; and/or community facilities exceeding minimum City requirements.
- g. Ground floor residential development along the frontage of California Street and Barton Road shall, with the exception of existing development approvals occurring prior to the effective date of this section, be restricted as follows, unless commercial, office and institutional development prove not to be feasible through 2015.
  - i. For parcels fronting on California Street or Barton Road that are within 300 feet of the intersection of California Street and Barton Road, ground floor residential shall not be permitted unless commercial, office and institutional development prove not to be feasible through 2015.
  - i. For parcels fronting on California Street or Barton Road that are more than 300 feet of the intersection of California Street and Barton Road, ground floor residential shall be limited to 1/3 of the total ground floor area of the project site, unless commercial, office and institutional development prove not to be feasible through 2015.
  - ii. For parcels fronting on Orange Street, but not on California Street or Barton Road, ground floor residential shall be limited to 2/3 of the total ground floor area of the project site, unless commercial, office and institutional development prove not to be feasible through 2015.
- h. Implement development of the Orange Street Special Planning Area G through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be

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planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.

(See also the text descriptions, policies, and photo examples of appropriate commercial design for Loma Linda, which are contained in the Community Design Element of this General Plan. Appropriate design of religious assembly buildings and schools are described in the Institutional uses section in the Community Design Element. For residential uses, also see the design policies within the Community Design Element.)

### 2.2.8.10 Special Planning Area J (Arroyo)

This area is located east of California Street, west of the City of Redlands boundary, and north of Orange Avenue extending to Park Avenue.

The Arroyo Special Planning Area primarily contains vacant land and orange groves, with a variety of other dispersed uses. This area lies south of Citrus Avenue, along the west side of California Street. Existing land uses consist primarily of citrus groves. Within the area are three homes that appear to have been built in the early 1900s. Access to this Special Planning Area is provided by California Street and Orange Avenue. An arroyo cuts through the northeastern portion of the area.

#### Guiding Policy for Arroyo Special Planning Area J

The intended land uses for this Special Planning Area include commercial, office, institutional, business and/or industrial parks, and residential uses in a horizontal mixed-use pattern. The frontage along California Street is intended for commercial and small office uses developed within shopping or business centers. Properties located immediately adjacent to the intersection of California Street and Orange Avenue is appropriate for "convenience" development, such as a service station, to serve the motorists traveling along these roadways. Religious assembly uses are also appropriate along California Street and Orange Avenue. High density residential uses and hospitality uses (e.g., hotels and extended-stay hotels) are appropriate for properties along the north side of Orange Avenue, complementing planned uses along the south side of Orange Avenue.

#### Implementing Policies for Arroyo Special Planning Area J

- a. Provide access to uses along California Street and Orange Avenue through a limited number of common driveways, as opposed to many smaller driveways serving individual uses, in order to limit impacts on the flow of traffic along these major streets.
- b. Require religious assembly uses to take access from collector roads instead of from California Street, whenever possible.
- c. Design vehicular and pedestrian circulation patterns within all residential areas to facilitate access to the uses fronting on California Street via the residential collector streets located behind the commercial uses so that nearby residents do not need to drive on California Street to access the commercial and service uses.
- d. The appropriate density for the commercial and office uses shall be 0.5 FAR. The maximum density for institutional development shall also be 0.5 FAR.
- e. High density residential development shall be between 13.1 to 20 dwelling units per acre.
- f. ~~Ground floor residential development along the frontage of California Street shall, with the exception of existing development approvals occurring prior to the effective date of this section, be restricted as follows, unless commercial, office and institutional development prove not to be feasible through 2015.~~
  - i. ~~For parcels fronting on California Street ground floor residential shall be limited to 1/3 of the total ground floor area of the project site, unless commercial, office and institutional development prove not to be feasible through 2015.~~
  - ii. ~~For parcels fronting on Orange Street, but not on California Street, ground floor residential shall be limited to 2/3 of the total ground floor area of the project site, unless commercial, office and institutional development prove not to be feasible through 2015.~~

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- g. Implement development of the Arroyo Special Planning Area J through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area. All new development shall comply with the City Historic Mission Overlay District.

(See also the text descriptions, policies, and photo examples of appropriate commercial design for Loma Linda, which are contained in the Community Design Element of this General Plan. Appropriate design of religious assembly buildings and schools are described in the Institutional uses section in the Community Design Element. For residential uses, also see the design policies within the Community Design Element.)



proximity to the low density residential areas. Public open space should be provided in the area south of Barton Road in proximity to residential uses in order to provide for the recreational and aesthetic needs of the neighborhood and community. Applicable new development shall adhere to the Historic Mission Overlay District.

#### **Implementing Policies for the East Barton Road Special Planning Area H**

- a. Provide access to uses along Barton Road through a limited number of public streets, as opposed to private driveways serving individual uses, in order to limit impacts on the flow of traffic.
- b. Design vehicular and pedestrian circulation patterns within all residential areas to facilitate access to the uses fronting on Barton Road. Provide this access via the residential collector streets located behind the commercial uses so that nearby residents do not need to drive on Barton Road and California Street to access the commercial and service uses located along the frontages.
- c. Design a collector road to provide appropriate access to the low density residential uses in the interior of the area south of Barton Road in a manner that limits the impact on Barton Road and San Timoteo Canyon Road/Nevada Street.
- d. The appropriate density for the commercial and office uses shall be 0.5 FAR. The maximum density for institutional development shall also be 0.5 FAR.
- e. Low density density residential located south of Barton Road shall be between 2.1 to 5 dwelling units per acre and 5.1 to 9 dwelling units per acre, respectively. Development of medium-density residential uses shall provide for a feeling of "openness", and require the provision of a strong package of recreational and pedestrian amenities for project residents, including, but not limited to:
  - 25% usable open space;
  - Trails and paseos;
  - Homeowner-owned parks and recreational facilities, such as sports fields, ball courts, tot lots, putting greens, pools, lakes, and community center buildings; and/or
  - Public facilities/parks substantially in excess of that required by Quimby Act provisions.
- f. Permit ground floor residential development along the frontage of California Street only upon demonstration that commercial, office and institutional development are not feasible through 2015.
- g. Implement development of the East Barton Road Special Planning Area H through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area. Such specific plan(s) shall, in addition to implementing the above provisions, provide for:
  - Maintaining a feeling of openness within the community;
  - Buffering to address rail and road noise issues;
  - Preservation of citrus trees as part of site development;
  - Providing varying front yard setbacks along with a mix of one- and two-story dwelling units; and
  - Minimizing or eliminating the need for walls along collector and arterials roadways.



(See also the text descriptions, policies, and photo examples of appropriate commercial design for Loma Linda, which are contained in the Community Design Element of this General Plan. Appropriate design of religious assembly buildings and schools are described in the Institutional uses section in the Community Design Element. For residential uses, also see the design policies within the Community Design Element.)

#### **2.2.8.9 Special Planning Area I (Town Center)**

This area centers on the intersection of Mountain View Avenue and Barton Road with the eastern limit being the Edison easement. Existing uses include the civic center complex and an office park along the south side of Barton Road, along with two commercial centers along the north side of Barton Road. Vacant parcels also exist along both sides of Barton Road east of Mountain View Avenue, west of the Southern California Edison power line easement. The location of the civic center complex, the key Mountain View Avenue/Barton Road intersection, and a concentration of shopping near the physical center of the City provides the opportunity to establish a town center for Loma Linda.

##### **Guiding Policy for the Town Center Special Planning Area I**

The intended land uses for this Special Planning Area include commercial including hotels, office, and residential uses in both horizontal and vertical mixed-use patterns. Establishment of a unified design theme for this area is desired. It is assumed that such a mixed-use concept would retain the existing religious assembly use along Mountain View Avenue north of Barton Road, and that the revitalized center would be developed in a two or three story configuration, with office uses on the upper floors.

The existing vacant properties along Barton Road east of Mountain View Avenue have the opportunity for vertical mixed-use development with commercial and office uses on the ground floor and residential uses on the upper floors<sup>1</sup>. The development of community gathering places, such as plazas and an outdoor amphitheater would be appropriate for this area. Development within this Special Planning Area shall provide for transit facilities (e.g., bus turnouts and shelters) to facilitate the use of transit by residents.

##### **Implementing Policies for the Town Center Special Planning Area I**

- a. Establish and implement a cohesive design theme for the Town Center Special Planning Area (see Community Design Element).
- b. Pursue redevelopment of the existing commercial center at the northeast corner of Mountain View Avenue and Barton Road into a mixed-use center with retail and commercial services on the ground floor, and office uses on the upper floor.
- c. Provide for connections between the proposed trail along the SCE easement and the civic center complex, including a grade-separated trail crossing of Barton Road.
- d. Encourage a pedestrian-oriented character through the use of narrow drives and separation of pedestrian and vehicular access; detailed, pedestrian-oriented architecture; pedestrian amenities such as seating areas, landscaping, and lighting; water features such as fountains and public art; signs that are placed and scaled to the pedestrian; wide sidewalks and/or pathways to link buildings; and open areas such as plazas and an amphitheater to encourage community gathering.

<sup>1</sup> Three-story buildings might be appropriate along the north side of Barton Road, west of the SCE easement due to the site's relative isolation from other development.